GRUMMAN
plane news

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Retirees' labors transform relic into showpiece

With all the glamor and verve of a Broadway opening, the F4F Wildcat was unveiled to the public March 26. For the 32-year old Wildcat, it was a brilliant comeback from its days of glory soon after Pearl Harbor when the aircraft served as America's only first-line Navy fighter available to face the Japanese onslaught in the Pacific.

The unveiling last month — almost 40 years after the first Wildcats started rolling off the production lines — belied the aircrafts' age. The Wildcat's blue and gray body gleamed like new under the spotlights in hangar 3, Plant 4, the product of months of painstaking work by 28 retired Grummanites, some of whom worked on the original aircraft.

The plane will now be returned to the Smithsonian Institution's Air and Space Museum, in Washington, D.C., which had requested that Grumman restore it. Museum Director Michael Collins (who orbited the moon in the first lunar landing in 1969) was on hand to accept the plane for the Smithsonian, calling the retirees' work "the finest restoration job I've ever seen." Collins' opinion was borne out by a restoration expert from the Smithsonian who visited Grumman soon after the work was completed last February, and who described the project as a "first class job."

For Collins, the day furnished him something of a past, present, and future of Grumman: he toured F-14 production facilities earlier in the morning (there was an F-14 flyover during the Wildcat ceremonies), inspected the museum's transformed Wildcat that afternoon, and would return, he said, to his Smithsonian office in Washington that evening where one of the few original Lunar Modules rested nearby.

The Wildcat will be installed in the museum in time for the building's opening in July of 1976 and will receive pride-of-place on a simulated carrier deck at the entrance to one of the exhibit halls. The Air and Space Museum's new, modern quarters on the Mall (next to the Hirschorn Gallery) will employ 200,000 square feet of floor space to display a large part of the museum's collection of some 250 historic aircraft including the LM-2, the Spirit of St. Louis, and even the Wright Brother's original biplane.

"Unfortunately, many of the aircraft we'd like to display are just too big for the building, large as it is," says Collins. "The wing span of the Boeing 747," he says, "is greater than the total width of the building." Many other aircraft that are the right size for exhibition purposes are in far from exhibition shape. Though the museum has its own restoration staff, the size of the restoration job exceeds the available manpower. "Out of 250 aircraft," says Collins, "only 100 are capable of being exhibited."

That the retirees' restoration work fulfills an important need was further emphasized by Grumman Aerospace Chairman Joe Gavin, who presented Collins with the aircraft nameplate for the Wildcat during the unveiling ceremony. Gavin praised the "enthusiasm" shown by the retirees and "the authenticity and detail in this Wildcat." One

(Continued on page 6)

Salute Cervenka, Samberg as top suggesters in '74

"We had such a good crop of suggesters this year that one top award just wasn't enough," said Joe Milillo, director of Motivational Programs, about the annual Project Sterling Awards luncheon, held on March 28 in the Plant 5 dining room.

The luncheon, given each year to honor Grumman's best suggestion award winners, was attended by top Grumman officials and the 11 top winners, including two first prize winners; it was the first time that two first prizes have been awarded. In addition, each year a committee of three Grumman pilots chooses an outstanding flight safety suggester out of the many flight safety suggestions implemented the preceding year. That's because flight safety represents at least as important an aspect of the Grumman product as the company's concern over reducing costs, says Milillo.

Bill Cervenka, a leadman in the Fuel Test Lab, Plant 6, won one of the two top awards for coming up with a better way to drain residual fuel from F-14 fuel cells. Louis Samberg, leadman-electrician, Facilities Maintenance, Plant 1, won the other top award for reworking a Drivematic circuit to correct a malfunction, thereby eliminating excessive rework, machine down-time, and repairs. Both men received an engraved silver bowl and U.S. Savings Bonds totaling $1,500 (face value).

More big winners

Five other Grummanites received $500 in Savings Bonds and an engraved silver bowl for outstanding suggestions they submitted. They are: Frank Brown, leadman, Major Sub-Assembly, Plant 1; Ralph Classen, parts control-storekeeper, Plant 1; Nicholas DeScetto, leadman, Chemical Milling, Plant 3; Mary Koch, technical aide, Procurement Management, Information Systems, Plant 30; and Geraldine Reilly, assembler, Module Assembly, Plant 43.

Four persons were awarded $100 Savings Bonds: Domenic Capobianco, leadman, Structures, Plant 7; Stephen Congro, leadman, Structures, Plant 6; Bill Worth, leadman, Structures, Plant 6; and Frank Zahra, structures-hydraulic technician, Plant 7.

Charles Saunders, receiving inspector, Plant 24, the winner of the Annual Flight Safety Award, was presented with an Accutron watch.

The suggestion awards were presented by Board Chairman Joe Gavin, who congratulated the top winners and praised the 2,500 Grummanites who submitted winning suggestions for 1974. These suggestions resulted in annual associated cost savings of almost $13,000,000, he said, savings that enable Grumman to maintain its competitive position and bring in new business.

"If we could pick up 4 to 6 percent through time savings and lower rejects," he said, "it would put us in a position where we would find our competitors dropping behind." Everyone at Grumman, he said, has an opportunity to improve his and her own operation — and to make some money in the process. And last year's suggesters have been doing just that; over $218,000 in Savings Bonds (face value) were awarded by the company for 936 approved suggestions in 1974.

The Suggestion Awards Committee based their selection of the top 11 suggesters for the period on past and future benefit to the company, on originality, and on the nature of the suggester's job relative to the suggestion. The two top winners were selected by a special executive committee.

Top idea list. Bill Cervenka (C) and Lou Samberg (R), who were feted with nine other big winners March 21, are pictured with Board Chairman Joe Gavin during presentation of awards at annual luncheon.

"Calverton Ops should be congratulated," he said, "for a 180 percent increase in participation and a 400 percent increase in savings.

"At the rate our present awards are being made," he said, "1976 should be an even better year."

According to Milillo, "The greatest number of award-winning suggestions are still coming from Bethpage shop personnel, with Product Engineering, Product Support, and Procurement making their usual good showing.

Honor Grumman for 'generous giving'

On March 20, over 500 contributors and supporters of the United Way of Nassau-Suffolk gathered at Colonie Hill in Hauppauge for the Annual Meeting and Awards Luncheon. Robert Scheuing, president of Hempstead Bank and 1974 United Way campaign chairman, saluted Grumman Aerospace's contributions by presenting President George Skurla with the Generous Giving Award.

Generous giving. President George Skurla (L) receives Generous Giving Award in behalf of all Grummanites who contributed to the United Way from '74 campaign chairman Robert Scheuing. (Photo by Dick Sander)

Nineteen-seventy-four was a monumental year for the United Way of Nassau-Suffolk. It not only marked the close of the first decade of supporting 94 health, welfare, and nonprofit hospitals on Long Island through the generous contributions of fellow Long Islanders, but the 1974 campaign drive hit an all-time high. It raised $3,504,120 in contributions — a 13 percent gain over the previous year's campaign.

The past year was also a record year for Grumman Aerospace, Long Island's largest employer. At the kickoff meeting of Grumman's United Way campaign drive last autumn, President George Skurla said, "Let's get the strength of the Grumman team who sacrificed to make the F-14 what it is today and who put the first man on the moon. Let's combine that strength in supporting the United Way and thereby helping ourselves, our families, our fellow Grummanites, and our neighbors."

The Grumman team did just that. More than 18,200 Grummanites responded to the appeal by contributing $644,000. The contribution given by 80 percent of the Grumman workforce represented a 62 percent gain in contributions over the previous year, a $256,000 increase.

Design-to-cost: Useful design tool, but no cure-all

Almost everybody at Grumman has heard the term "design-to-cost" but how many people know what it really means? Or, better yet, what it means to them and the job they're doing?

As Director of Technical Management Systems for Technical Operations, it's Gerry Sandler's assignment to translate design-to-cost (DTC) concepts into engineering and production reality, a task that will eventually involve all areas of Grumman.

Formerly, program priorities usually ran in this order: performance, schedule, cost. The present budget squeeze at the Pentagon and in the nation as a whole has now made cost the co-equal, or, even, prime consideration. Keeping costs in line without sacrificing performance requires a continual process of balancing one priority against another, says Sandler, and that "balancing act" begins with the earliest design phase.

Spreading the word. Gerry Sandler, director of Technical Management Systems for Technical Operations, outlines design-to-cost essentials to engineering group. (Photo by Marie Trimborn)

Under DTC, a new aircraft that is supposed to be built for "X" unit production dollars and with certain performance levels will be planned from the outset with cost and performance targets for each section and component of the aircraft. And these targets are just that: goals for the designer to aim for, not rigid requirements incapable of modification, says Sandler.

If one section of the mid-fuselage, for example, achieves its weight target (a prime function of performance), but is over cost, that section may be offset by another section that is over weight but under cost. Or perhaps the whole mid-fuselage is over weight, though under cost. The mid-fuselage can then be offset by the aft-fuselage which might be over cost but under weight. And weight is only one of many considerations that affect an aircraft's performance and must be reckoned with in the engineer's design-to-cost calculations.

In many cases a similar trade-off process works between the contractor and customer. Many of the customer's specifications and standards, though appropriate to most aircraft of its type, may be restrictive and excessively costly for a particular program. In such a case, customer awareness of the situation can result in modification of the specs concerned, resulting in an important saving in cost with only an insignificant effect on performance.

"What this back-and-forth, trade-off process requires is close rapport and communication between the customer and the contractor, and within the program team itself," emphasizes Sandler. "And the greatest enemy of a successful design-to-cost program could well be engineering changes that are due to inadequate planning or just lack of communication.

"Engineering changes are an inevitable and necessary part of the design and development process," says Sandler, "but we must always do our best to anticipate possible engineering problems well ahead of time and keep the customer aware of the resultant cost in time and money of any changes in performance requirements. One approach, obviously, is to minimize design and production overlap by a continual back-and-forth adjustment of schedule and cost tradeoffs."

One consequence of the new emphasis on performance as a function of cost is the expanded role of the engineer. For the first time an engineer is responsible for product cost as well as product performance. This "very fundamental change," says Sandler, "has forced each designer to think as a small businessman." The increase in the scope of the designer's responsibilities should not only result in a better product, he says, but also contribute to an enhanced work attitude for most of the engineers concerned.

Challenge to engineers

DTC also puts a premium on imagination and flexibility. "We challenge engineers now to be more innovative and to continually ask the question, 'Is there a better way?'" says Sandler. "But we can't just tell them to go out and design cheaply," he adds. "We have to give them the tools to do the job as well." Those tools consist of an extensive training program in DTC techniques and procedures, now planned for some 1,500 people, and a new series of DTC "how to" manuals.

The DTC design manuals, which offer comparative costing and manufacturing standards for the full range of design possibilities, allow individual engineers to determine the most economical solution to a given design problem. The manuals, products of the combined efforts of engineering, support, manufacturing and procurement people throughout Grumman, give cost relationships in those four disciplines and express them in terms most familiar to design engineers.

Volume I of the vehicle design manual concentrates on vehicle subsystems, for example, while Volume II focuses on more detailed design such as machine parts and sheet metal parts. A ground-support equipment manual has also been prepared, and Volume I on avionics will be available shortly.

Payoff apparent

The payoff for this extensive Grumman effort in design-to-cost is already apparent. "On the Shuttle Wing program," Sandler says, "production costs could easily have been much greater had not our engineers used the manuals and estimated the cost-to-produce from their layouts and drawings. In addition, the process improved communications between the engineering and manufacturing people for the whole estimating and planning process."

These substantial savings not only make the customer happy but pay off in big dividends for the company. Under the EF-111A's design-to-cost contract, for example, Grumman receives a substantial incentive to come in under the target cost. "For every dollar Grumman saves the Air Force, we share part of those savings through increased incentive profit."

But design-to-cost, although a useful tool, is by no means a cure-all. The design-to-cost idea can save a bundle of money and produce an outstanding product, but it cannot make up for basic design mistakes or for unrealistic design goals. "You still can't build a Rolls Royce for the price of a Ford Pinto," says Sandler, "and the customer can't keep adding extra requirements to a program contract and expect a contractor to keep costs in line."

But with close communication and engagement between customer and contractor, and a willingness to constantly balance the trade-offs between cost and performance, Sandler believes design-to-cost can reap large rewards in both dollar savings and in high standards of quality.

Tax tip: vets filing date nears

Veterans who still have not filed for a N.Y. State real-estate tax exemption are reminded that the filing date deadline for Nassau and Suffolk counties is May 1. The exemption, based on various data on an individual's service record, enables a veteran to reduce the amount of his or her town property taxes; it does not apply to school taxes, however.

Deadlines in other counties in N.Y. State may vary from the May 1 date and should be obtained from local V.A. offices. Not all states have veterans real-estate tax exemptions. Information on whether or not your particular area does have such a benefit should be obtained from the Veterans Administration.

At Bethpage, V.A. counselor Bob Regan's next scheduled visit to Plant 2 will be on Thursday, April 17. For information on that visit or on any other matters that relate to V.A. benefits, please call Bob on 516-535-4555.

Good investment ...

U.S. Savings Bonds offer an interest rate of 6% when held to five-year maturity, and the option of continued earnings after maturity.

RCC plays supporting role in manufacturing theater

In the theater of manufacturing, many problems can contribute to the delay of delivering products within cost and schedule commitments — and parts shortages is one of the main "heavies." When a year's production schedule calls for 50 F-14s, for example, present procurement practices for contractual material dictate that exact quantities — no more, no less — be committed because unnecessary inventory costs only add to the cost of the product. How well Grumman can control these material assets plays a major role in its ability to deliver its products on time.

Shortages are not only the result of late part deliveries or lead-time problems — the plot also thickens when a component malfunctions or a part becomes damaged along the production line.

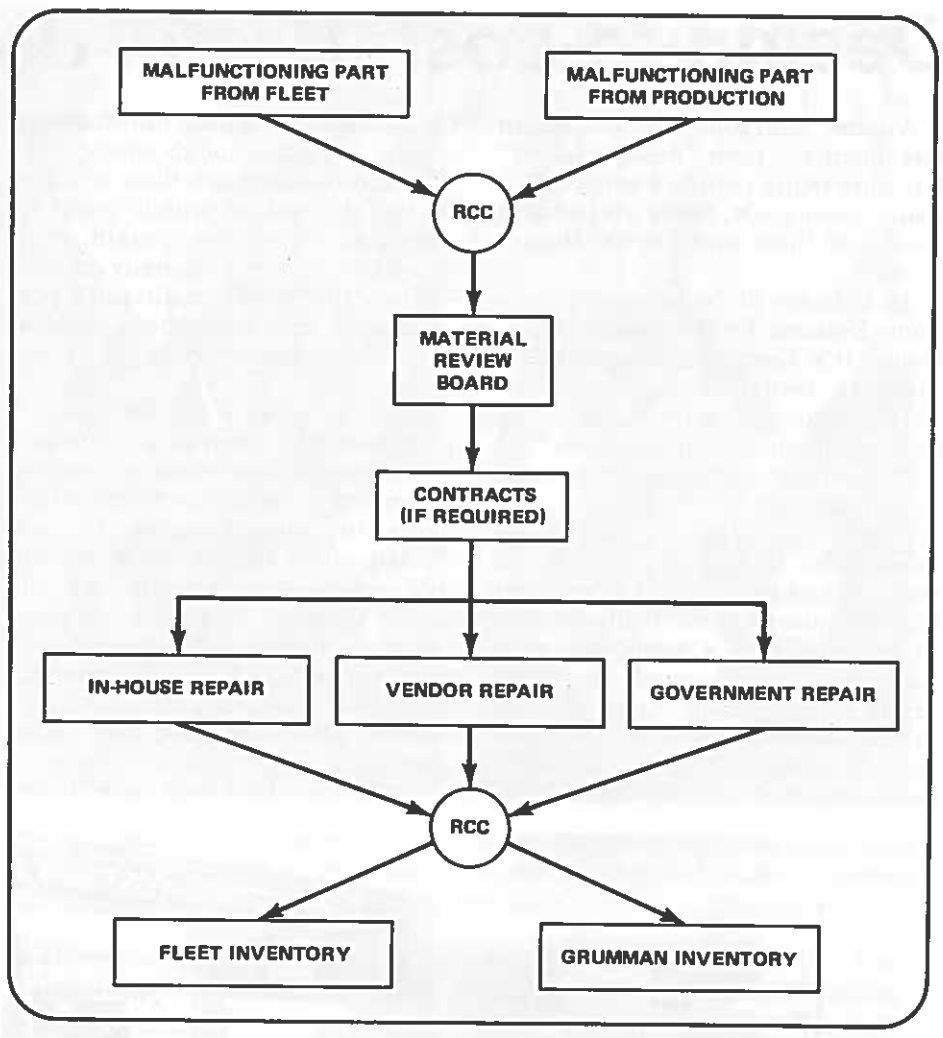
The following scenario is not untypical of actual facts. Say an F-14 in Plant 7 is being prepared for its sell-off flight. During pre-flight testing, a malfunction is discovered. If the discrepant part can not be repaired on the spot, a call will be made to Material and Logistics personnel for a replacement, and, depending on availability, it may be necessary to "cannibalize" an aircraft in Plant 6 to satisfy this urgent need. In enters the Repair Control Department to assume the action of expediting the return of the failed item to inventory. Repair Control Centers (RCC) are located in all 17 major Grumman plants on Long Island and Stuart, Florida, and during augmented aircraft support at Naval Air Station field sites, which have included Pt. Mugu, Miramar, and Patuxent River.

"RCC's main objective is to coordinate, act as an interface, and manage the malfunctioning component through the repair cycle until it achieves 'ready-for-issue' status," says Al Capra, head of RCC.

Having an effective Repair Control Department is essential in today's economy, too. Most everyone has experienced the debilitating effects of shortages ... and on the production line they can be even worse. They create a domino effect: production schedule slips cause man-hour overruns due to "out-of-station" installations, re-work, re-testing ... all of which can lead to cost overruns. "And it stands to reason that cost overruns are not beneficial to the company's economy," says Capra. "Our products are 'flown over the fence' with a fixed price-tag. Any rise in production costs can result in reduced profits ... and that's not good."

For instance, when a replacement part is not available to install in an aircraft at its designated production station due to shortages, then it must be installed at a later point along the line. If a technician is not available at that latter station with the necessary skills to install the part, another from farther back on the line must leave his or her station and go forward to re-install the new or repaired part. Thus, malfunctioning and damaged parts not only require re-work and re-testing, but there is usually a production impact as well.

It's easy to see, then, why it's essential that RCC process malfunctioning components back to "ready-for-issue" status in the shortest time possible.



Prowler milestone. Very little is said or written about Prowler crews ... maybe it's the nature of their business – electronic countermeasures. But when Cdr. Ned Leisy, commander of VAQ-131, became only the second pilot to attain 1,000 hours in the Grumman EA-6B, that called for a short time-out to mark the occasion. Following touchdown from a flight at the Naval Air Station, Whidbey Is., Washington, recently, Leisy (2nd L) was presented with a memento marking the event by Grumman Field Service rep Roger Carlson, to the obvious delight of Lt. Dean Sloan (2nd R) and Lt. Mike Lutz. (Navy photo)

Easier said than done. In 1973, 61,000 damaged or malfunctioning parts were introduced into the repair cycle. In 1974, the number was 87,000. Why the escalation? Capra cites the upswing in F-14 production as the major factor. In addition to being a supporting arm of manufacturing, RCC is, in some cases, also the repair depot for Grumman planes in the Fleet — and with more and more Grumman-produced planes being deployed each year, the numbers of malfunctioning or damaged parts could very well go higher.

Repair of malfunctioning or damaged parts is an across-the-board effort, says Bill Waters of RCC. When such a part is brought to the Repair Control Center, it is tagged, logged, and usually sent to the Material Review Board where liaison engineers spell out the necessary repair action. Additionally, quality engineers try to determine what caused the malfunction and, if possible, outline preventive actions to avoid future re-occurrences. Depending upon the component ownership and contractual liabilities/warranties, RCC determines what repair route to take: in-house repair, seller repair, or, in the case of such government-furnished items as engines, government repair. No matter what route the discrepant component takes, RCC tracks and controls the part and assorted paperwork through its sometimes tortuous travel, until it, or a suitable replacement, is returned to stock inventory at one of the Grumman plants or in the Fleet.

In the near future, RCC will be incorporated into the new Material Management Department headed by Bob Prais. The RCC move follows the philosophy of President George Skurla, who, in November, announced the realignment of the company's material world to consolidate efforts in the control and handling of materials and to develop a more proficient and realistic approach to identifying and establishing material requirements of the manufacturing sector. "A constant availability of material is critical to the success of the manufacturing world," says Tom Harding, deputy director of the Material Management Department, "and RCC, by assuring rapid turn-around of repairable material, is one of the important operations that can help achieve that task."

Just as manufacturing has its obstacles in meeting production schedules, so does RCC. The time span of the repair cycle might range from a half-hour task for an on-the-line item, to one that takes weeks or months when a complex system is involved. Often the estimated time needed to repair a small component that fits into a larger more complex system turns out to be longer than expected. Or, sometimes, the mal-

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Open Bethpage Airport to 'limited general aviation'

On Wednesday, April 2, Board Chairman Joe Gavin announced that Grumman Aerospace will be opening its private airport at Bethpage to limited general aviation operations.

Gavin said the plan was part of Grumman Aerospace's continuing effort to reduce costs, stabilize employment and compete favorably with other major aerospace manufacturers.

The announcement to broaden the use of the existing airport by sharing the facility with operators of small business aircraft was sent out to the press and by letter to all Long Island Grummanites and members of the nearby community.

Under study for almost two years by the Product and Systems Planning group, the project has been developed with consideration for all interested parties — employees, customers, near-by community, and Long Island in general — and, according to project head John Pereira, reflects the thinking of top aviation experts in the region as well.

"We are all well aware of the current financial pressures upon Grumman Aerospace due to inflation and DOD budget constraints. It is imperative that we reduce operating costs wherever possible in order to remain viable as a major aerospace producer," wrote Gavin in his letter to Long Island Grummanites.

In existence since 1937, Bethpage Airport is company-owned and costs the company more than $600,000 annually to maintain and operate.

All of Grumman's competitors enjoy an edge in their operating overhead which Grumman does not — they have their manufacturing facilities located at airports which are publicly supported. Grumman is the only major aircraft manufacturer in the United States today which supports its own airport out of company revenues and pays taxes on the land which the airport occupies. Gavin pointed out that when Grumman Aerospace competes for government contracts, it must take into account the additional costs of maintaining Bethpage Airport.

Reduces operating burden

Gavin stated that looking into the long-term future, the company needs this airport and must seek ways to continue use of the airport while reducing its operating burden.

Bethpage Airport will be shared with locally-owned business-type light aircraft, most of which weigh less than 10,000 pounds; for example: Grumman American Travellers and Tiger, Cessna Skywagons, and Beech King Airs. Primary student training will be prohibited, and only small private/corporate aircraft with a low-noise profile will be allowed use of the facility.

Aircraft using the 120-acre airport will approach the 6,600 foot airstrip using a "displaced threshold" of 2,000 feet — overflying part of the runway before landing on the remaining 4,600 feet. This will virtually eliminate the noise perceptible in the residential area to the southeast.

Flight control tower, fuel, maintenance, and repair facilities will be offered to the aircraft owners. The Grumman airport has been operating for over 38 years and has sophisticated communication, navigation and landing aids. In addition, the FAA terminal control area for New York City also includes the Grumman airport.

The following modifications are proposed for the Bethpage Airport: the Grumman security gate located at the southwest corner of Plant 2 will be moved 600 feet off the road; buffer trees will be planted along the sumps; the southwest Plant 2 parking lot will be used for general aviation operations; portable "tee" hangers will be installed for storing the lightweight aircraft; and one permanent building will be erected to house the administrative operations and aircraft maintenance.

Only Nassau airport

Nassau County, with 1.5 million residents, lacks what most major counties in the nation have: a general aviation airport. And airport facilities are an important consideration for many business firms. Of the thousand top industrial companies across the nation, 432 own and operate their own aircraft. These are the more successful companies since they account for 80 percent of the sales and 84 percent of the profits.

Does Nassau County need an airport? According to statistics, there are 527 aircraft owners in the county. At present, these aircraft must be based outside of the county lines — mostly in Suffolk, which has a network of airports stretching from Republic at Farmingdale to East Hampton. Bethpage Airport is strategically located — 80 percent of all the industrial parks in Nassau are located within a 5-mile radius of Grumman-Bethpage.

According to an April 2 *Newsday* article, a spokesman for Nassau County Executive Ralph Caso said that Caso supported the Bethpage Airport. Caso, the aide said, felt that Nassau needed the general aviation facility, that it would attract industry, and that it would make Grumman, Long Island's largest employer, more competitive. And, in addition, sufficient precautions have been taken to reduce the engine noise, said the Caso aide.

In his letter to residents of the nearby community — those within a mile radius around the airport — Gavin noted Grumman's good relations in the area, and the desire to continue this compatibility. "We have taken into consideration all of the community's concerns — such as noise, air pollution safety — and are able to tell you that the planned use of the airfield will in no way make any change in today's pleasant community, which we have shared with you for so many years."

Visitors from overseas. Late last month, about 20 naval officers from countries in South America, Europe, Africa, the Middle East, and Asia visited Grumman for briefings on a number of corporate programs, including energy systems, data systems, product support, F-14, and even such practical applications as personnel relations. Here, Vice President Ozzie Williams of Grumman International is chatting about the Grumman hydrofoil Flagstaff with Nigerian naval officers Lt. Johnson Omitogun, Lt. Cornelius Adelola, and Lt. Johnson Ogunnoiki. (Photo by Marie Trimborn)

Grumman Boats offers free directories

Grumman Boats of Marathon, New York, is offering a free "learn to" canoe directory that lists over 250 organizations, as well as tips on how to get canoeing instructions in basic paddling and safety practices, and techniques of white-water paddling and racing. Grumman suggests that upon receipt of the directory you contact the local organizations most convenient to you to insure the instruction you seek is available when you want it.

To get your free copy, write to Grumman Boats, Marathon, N.Y. 13803, and request your copy of the "learn to" canoe directory.

And if you'd be interested in a rent-a-canoe directory, you can obtain one free by writing to E.J. Nelson, Grumman Boats, Marathon, N.Y. 13803.

The 1975 edition contains over 500 listings of canoe rental operators in 42 states, the District of Columbia, and Canada.

GRUMMAN plane news

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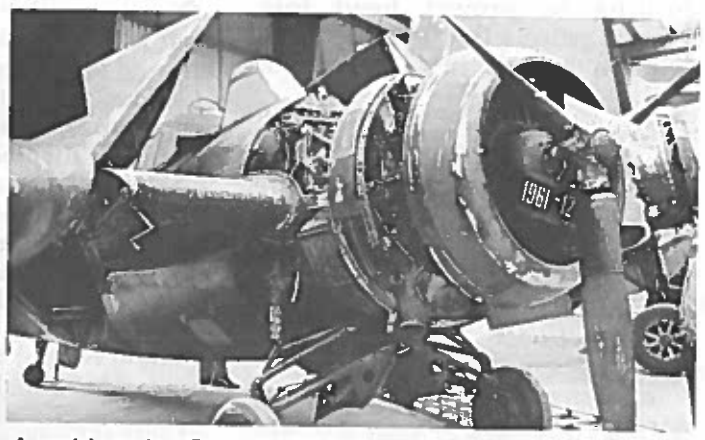
The first 'cat.' Grumman retirees say final goodbyes to Wildcat they restored for Smithsonian Institution over a period of nine months; some worked on the original Wildcat production line back in the '30's and '40's.

Love's labor not lost ... nor retirees' skills, either

Best restoration job. Air and Space Museum director Michael Collins called the restoration job the 'best I've ever seen.' With Collins examining the Wildcat is restoration team leader Art Romeo.



A noble ruin. Over 5,500 hours were required to transform this battered hulk into the gleaming finished product to be displayed in the same building as Grumman's F6F and the Lunar Module. (Photos by Harry Prodromides)

(Continued from page 1)

oldtimer who worked on the original production said the restored plane looked in better shape than many of the original 7,897 that came fresh off the assembly line.

The retirees devoted over 5,500 manhours to the project, including some "womanhours" donated by Helen Chlanda, the lone female member of the project. The Smithsonian's Wildcat was wheeled into Warehouse 6 last May for a nine-month, two-day a week operation, that required dismantling much of the aircraft and reconstructing it from the frame out.

The restoration team, nicknamed the Wildcat Commandos, consisted of: Coordinator Bill Scarborough, Team Leader Art Romeo, William Adams, Jr., Eugene J. Cerank (deceased), Charles Chlanda, Sr., Helen Chlanda, Charles Coffill, Albert Dierberger, James Doig, John Dudonis, Alfonso V. Emanuele, Anthony Ferraioli, Charles A. Gerwin, August Henriksen, Charles J. Hickey, Jack Jarvis, John Kacinski, Paul Kolbe, John Kost, Paul Kotze, William Murdock, Joseph E. Oliver, Paul Richichi, Alfred Sammis, Ralph Siegel (deceased), George C. Smith, Arthur L. Solbrig, Charles H. Staffeldt, Joseph Stryjewski, George N. Tietjen, Sr.

This particular Wildcat airframe served as a trade school trainer aircraft and therefore never saw action. But the plane's engine cowling, salvaged from the sands of Wake Island, still bore the scars of combat when it arrived at Warehouse 6. Wake Island has a special significance for Grummanites since it was here that the F4F scored one of its most famous victories, earning the nickname that was to endure for decades in a dynasty of fighting felines. And the Wildcat was the grand daddy of them all.

Get in touch ...

If you're a Grumman retiree but haven't yet joined the Retirees Club, get in touch, keep in touch. Call Rete Looney, GAA, 516-575-2133, for details.

The conquest of Blida

Most World War II Navy fighter pilots can spin some pretty hairy tales about their combat experiences, but Lieutenant (A) B.H.C. Nation, R.N. has a different story to tell. A pilot in the British Royal Navy's Fleet Air Arm operating off Algeria in 1942, Nation was sent off as leader of a flight of four Navy Martlets assigned to a patrol over the military airfield at Blida, then in the hands of Vichy France.

The four Martlets, British versions of the Grumman-made Wildcat, were under orders to prevent French aircraft from leaving the ground and to attack any they saw moving. After circling the field uneventfully for half an hour, Lt. Nation noticed people on the ground waving white handkerchiefs. He radioed this information back to the carrier and received the skeptical reply, "Was he over the right airfield?" "Quite sure," Lt. Nation radioed back, since the field was marked with an enormous circle containing the word "Blida" in big white letters.

Nation was told to land immediately in the expectation of a French surrender. Taxiing his Martlet up to the hangars, Nation was met by a group of French officers who accompanied him to the station commandant. The commandant, a French general whom Nation described as a "nice old boy, very friendly," tore a sheet of paper from his writing pad and wrote: "La base de Blida est disponible pour l'atterissage des armées alliés" (Blida base is at the disposal of the Allied armies for landing purposes).

Without a shot being fired Lt. Nation and his flight of Grumman Martlets had taken command of one of North Africa's largest air bases.

appointments

Over the past several weeks, a number of Grumman people were assigned new responsibilities, including:

E.C. "Cappy" Caprioglio, staff assistant for Advanced Systems, reporting to Senior Vice President Grant Hedrick; Dick Opsahl, director, Customer Technical Liaison, to maintain technical liaison between Product Engineering, Materials & Processes, and Advanced Systems Technology and the technical staffs of Grumman customers in Washington, D.C.; Vice President Alex Alexandrovich, program director, Task Force Command Center, in addition to his assigned responsibilities as director of Product and Technology Department; Joe Cipp, director, Material Management Distribution.

Jerry Barfus was named deputy director, Manufacturing Technology, with special responsibility for pre-proposal studies and proposals; integration of all Manufacturing Technology activities related to design-to-cost; and continuity of Manufacturing Technology inputs to Product Engineering during the design process. Barfus reports to Tom Main, director, Manufacturing Technology.

Also, in TECHNICAL OPERATIONS: Joseph Bren, project leader, F-14A Production Support Mechanical Engineering/Design, and Duane Grant, project leader, F-14A Product Support Mechanical Equipment, both of Equipment Technology; Bill Rigby, Operations project engineer, EF-111A, Technical Management Systems; Roland Olsewski, deputy EA-6B Support Program manager, and Fred Marquardt, EF-111A Support Program manager, both of Support Program Management; Gene Toscano, technical specialist, Aero Test, Engineering Test Operations; Harold LaWare, manager, EF-111A Support Systems Engineering, Support Systems Technology; and Laurence Helner, system project engineer, EF-111A, Systems Engineering.

Also in TECHNICAL OPERATIONS, Zigfrid Grins, technical specialist, Resource Control, Administrative Operations; Dr. Fuh-lin Wang, principal engineer, Electronic/Electrical Engineering; Walter Schroeder, project leader, Electronic Packaging, EA-6B Support; Peter Sikoryak, project leader, Training Devices Engineering, A-6E Weapons System Trainer; Eugene Stern, project manager, Equipment Technology EF-111A; Jimmie Williams, project engineer, Electronic/Electrical Engineering, EA-6B, all of Equipment Technology; Martin Plawsky, Support Program manager VAST; Fred McCloskey, project engineer, EA-6B subsystems, Design Engineering; John Ettinger, A-6 Vehicle project leader, System Engineering; and from Supply Operations, Albert DeLucia, project manager, A-6 family; Richard Erdody, assistant to deputy director, Supply Operations; Lois Starrett, assistant to the deputy director, Supply Operations; Emerson Turner, project manager, OV/F-111; Radcliffe David, section head, Supply Data.

STUART OPERATIONS — Joseph Smitelli, section head, F-14 Program Planning.

CALVERTON OPERATIONS — Alfred Stevens, assistant Production manager, EA-6B and A-6E programs, Plant 6.

TREASURER-CONTROLLER — Wesley Oglesby, director of Finances; Thomas Brunner, Donald Wright, deputy directors, Finances; Ronald Maginniss, Cashier.

Help needed on advertisements

Puleeze, folks, help us out. In recent weeks we've been getting a number of advertisements submitted to the *Plane News* office that do not list area codes for home telephone numbers ... and because of that oversight, persons who are interested in purchasing the listed items find it difficult to reach the number listed. That's irritating enough, but it becomes doubly so when they barrage the *Plane News* office with inquiries. So, please list area codes with all home phone numbers when submitting ads in the future.

Advertisements should be submitted on forms available at Employee Services Offices. They must be signed. Remember, no commercial ads can be printed; limit ads to 30 words.

Cite two for long A-6 service

Grumman Field Service supervisor Jay Koehler (C) had a happy chore to perform recently when he presented two members of VX-5 with special salutes from the company for their long-time service with the A-6 Intruder. Koehler is shown presenting a 1,000-hour plaque to Cdr. John Peiguss, a pilot in the squadron, and a 2,000-hour plaque to Lt. Cdr. Richard Fellows (R), a bombardier/navigator.

Both men accumulated their flight hours by flying, both combat and operational, in the A, B, D, and E models of the A-6 Intruder.

Commander Peiguss, who first began flying A-6s in 1968, is looking forward to his "second thousand" and his next squadron, VA-196, where he will be the new Executive Officer.

Commander Fellows, who began flying the A-6 in 1966, is the first B/N in VX-5 to receive his 2,000-hour award.

GAA DRIVE ROARS TO FINISH

March came in like a lion and left like a lion. At least that's the way Mike Cherry of GAA sizes up the annual Grumman Athletic Association membership drive held last month.

The one dollar membership cards were distributed a few days before the official March 3 opening to all plant supervisors. And on the opening day, Plants 11 and 16 gave Mike a call: "We've hit 100 percent participation." That was only the beginning ... the list of 100 percent departments grew and grew.

"Compared to the past five years," said Mike, "this year's membership drive was a banner year — we hit the 83 percent mark."

On Friday, April 4, the 21,009 Grummanites who supported this year's drive by passing the buck to GAA were eligible for entry in a drawing for 15 $100 U.S. Savings Bonds and 50 sets of Grumman glasses.

Winners of the $100 U.S. Savings Bonds are: Plant 2 — Walt Saccareccia, Louise Stein; Plant 12 — Patrick Williams, Charles Ahlert; Plant 30 — Isabel Tavella, Peter King, Gary Morris; Plant 34C — Lawrence E. Lytle; Plant 34 — Edward Sweeney; Plant 35 — Thomas Brown; Plant 43 — Alex Klimerko, James Kempton, Dorothy Jackson; Plant 88 — Charles Roberts; Headquarters — Howard Harleston.

The latest 100 percent departments on the charts are:

All plants — Industrial Controls, Safety, Plant Protection, Office Mgmt.

Plant 1 — Contracts.

Plant 2 — Inventory Control, Plant Stores, Tool Control, Jigs/Fixtures, Prod. Mgmt., Prod. Mfg. Mgmt., Mfg. Ops. Adm., Special Tool & Methods, Fluid/Mech. Tool/Equip., Opt. Tool-Metrology.

Plant 3 — Mach. Ops. Mgmt.-Staff.

Plant 5 — Resources, Instru. Planng. & Control, Electronic Test, Instrumentation dept.

Plant 12 — Resources Mgmt.-Staff.

Plant 13 — Instrument Test.

Plant 14 — Electronic Test, Hydraulics.

Plant 15 — E-2 Program Mgmt.

Plant 25 — A-6 Program Mgmt.

Plant 26 — Research.

Plant 30 — Inventory Control, Critical Material Control.

Plant 75 — Entire plant — Patuxent River.

Plant 87 — West Coast Office.

Plant 88 — Pt. Mugu Production, Field Service.

Headquarters — Public Affairs.

obituaries

IRVING S. HOFFMAN of Structures, Plant 6, died March 27 at the age of 46. He had been with the company since 1963 and lived at 499 15th Street, West Babylon.

ANNA MARIE DI NATALI of Corporate Security, Plant 28, died March 31 at the age of 20. She had been with the company since 1974 and lived at 95-04 239th Street, Bellerose.

people

Jim Smith, a technician for Grumman Aerospace at Patuxent River, always wanted to be a clown, and for the last four years that's exactly what he's been in his off hours. He's an active member in "Clowns of America" and the National Shrine Clown Association. His talent has been sufficient for "Jimmy the Jet" to win happy recognition as one of the 10 best clowns in North America, and, most recently, the practically unique distinction of serving as official Jester for St. Mary's County, Maryland, where he lives and works.

Jim Smith

Although St. Mary's does not have a reigning king, a jester's traditional employer, it does have five County Commissioners with an abiding faith in such old fashioned values as laughter and humor.

In an official communication from the County Commissioners' Office, Smith was informed that the commissioners had "considered your request to be designated the Official St. Mary's County Jester, (and) acknowledging that humor and laughter are factors which differentiate intelligent and civilized mankind from the rest of the animal kingdom, we have decided to create the post of County Jester and appoint you to this position."

The new post, though unsalaried, does carry with it an annual expense account of $100 for participation "in certain St. Mary's County activities, such as the County Fair, Air Fair, Oyster Festival, etc."

The commissioners concluded by wishing Smith well in his attempt "to bring a bit of lightheartedness and laughter to St. Mary's County. At times," they said, "this might be a considerable challenge."

Thank-you note ...

A note from the Manhattan Developmental Center in New York City to *Plane News* singled out Ernie Neves, secretary of the Black bowling league, and Wil and Jean Buck, Joe and Jean Russo, Fred Wagenhauser and his wife, and Vin McAvoy and Mrs. McAvoy while "expressing the gratitude of all the staff and residents of the Keener Unit, Manhattan Developmental Center, to all the people who responded so generously to our request for clothing for retarded people."

He's helping too ...

Bob Specht is representing Grumman with the National Alliance of Businessmen, located in Jericho, and will serve as an account executive, contacting Long Island industrial executives concerning jobs for the unemployed and underemployed. NAB, launched in 1968, is dedicated to reducing unemployment of the disadvantaged, the Vietnam vet, and certain former offenders.

A Marine always ...

As Grumman's senior weapons system officer at Pt. Mugu, California, Marty Lachow has just passed his latest milestone — more than 7,000 hours flying in combat aircraft — in a career that stretches back to World War II. Lachow has flown in what seems like every Navy/Marine Corps 2-seat tactical aircraft that's ever been airborne: SBD and TBF bombers with the Marine Corps in World War II; F-4s, F7Fs, F3Ds, A-6s, EA-6Bs and EA-6As; and even the British Meteors, Vampires and Javelins while serving in the Exchange Service with the Royal Air Force.

The F-14 that Lachow flies in now may seem a far cry from those early craft, but with Lachow the spirit remains the same. With over 27 years' service in the Marine Corps (one year in the infantry), Lachow still can find a good excuse to hum the Marine Corps Hymm.

Salute Intruder pilot. Capt. Paul Hanover (L), a pilot in Marine All Weather Attack Squadron 224 at Cherry Point, N.C., was honored recently for logging 1,000 flight hours in the Grumman A-6 Intruder jet. Here, the 29-year-old Marine aviator receives from Field Service representative Steve Foster a special plaque commemorating the event. (USMC photo)

Lost in holiday rush. Sorry about printing this holiday picture when spring has already sprung but a promise is a promise. For the 16th year-in-a-row, the Shipping-Spares Consolidation group conducted a fund-raising drive for the children of St. Mary of the Angels Home in Syosset. Those at year-end presentation of $1,770 to Sister Olivia and children at St. Mary's included Ginny DeTurris, Gerry Mason, Linda Kost, Tony Friscia, and Pat Sundman.

Marine A-6 vet. Capt. Bob Gartner first flew the Grumman A-6 Intruder in March 1967 ... and now, more than seven years later, with 325 combat sorties in Southeast Asia interspersed among them, the Marine pilot with VMA(AW) 242 at El Toro has completed 1,000 accident-free hours in the all-weather attack plane. Here, Field Service rep Dick Dietzel presents Gartner with a special plaque to mark the event. (Marine photo)

Gert's TWX story – Helped 'party line' grow into world-wide network

TWX team. Gert Angus (above R) chats with members of her Wire Service staff (L to R): Linda Tully, Chip D'Andrea, Joe Patterson, and Ann Spirek. At right, Gert sends out message which usually has cable address "GRUMAIR" punched on tape (photo at far left). (Photos by Marie Trimborn)

GRUMAIR, BethpageNewYork State — It's understandable why some people refer to the wire service room in Plant 5 as "Gert's TWX room." Over a quarter-of-a-century ago, Carolyn "Gert" Angus began her career at Grumman as the company's only wire operator. As Grumman's dependence on wire communication expanded, so did Gert's responsibilities.

At present, she now supervises four operators (the number ran as high as seven during the LM program in the sixties), who from the soundproof room on the Plant 5 mezzanine send or receive over 300 messages a day with the "GRUMAIR" cable address over TWX, Telex and Telecopier machines. These wire messages are sent to or received from vendors, government installations around the world, Grumman field sites, and individual employees. They also include company information bulletins such as Newsboard, which are dispatched to all Grumman Corporation subsidiaries across the nation.

You might ask: Why send messages through TWX and Telex machines? Wouldn't a telephone conversation suffice? "Aside from the fact that in the long run operating costs of the wire service machines are less costly than telephone conversations," says Gert, "TWX — teletype writer exchange — can transmit at 100 words per minute and all of it pertinent data. Who can match that on a telephone?"

Angus also cites the following situations: Sometimes it can be difficult contacting an individual by phone at a subcontractor's company, and, there is less room for misinterpretation with the written word than with the spoken word.

And in today's business world, most of Grumman's vendors and customers have their own wire service facilities. "Since Grumman has all three wire-service machines that are on the market, chances are that there are few companies that we can not reach by wire."

Why not use the U.S. Postal Service? When the situation calls for special delivery, a mailgram can be sent from the wire service room to the Post Office equipped with a TWX machine nearest the addressee's zipcode station. Normally, the delivery is the next day ... far quicker than regular first class mail.

Wire services, along with reproduction, telephone, and mail services, is a part of the company's Communication Services department.

Direct line

Twenty-five years plus in the wire-service field encompasses a vast amount of changes. "When I first started, we had only a teletype machine with a direct line into Hicksville's Western Union," recalls Gert. "Just like the old home telephone systems, the only way you could make a wire connection was through the operator. Now we can dial direct to most of our destinations."

The transition from a one-person operation to supervisor was not easy. Remembering her first job as a telephone operator — she was in her twenties and her boss was "tyrannical" — Gert decided to try and "run a looser ship" when more operators came under her supervision. "In this business, accuracy is most critical; it is essential that everyone is trained in the proper use of the machines in the beginning," says Gert. "We work on the basis that everyone in this department knows how to perform each other's tasks. While everyone has her or his own tasks to perform during the workday, very often when one operator is overloaded, the others will lend a hand ... including myself."

Until the two male operators arrive each day at noon, Linda Tully and Ann Spirek handle the work load. Linda, who has been at Grumman for over eight years, operates the telecopier machines. "You can't send diagrams over a TWX or Telex machine, but engineering diagrams can be relayed over telephone wires with a telecopier," says Linda. "At present, a major portion of the telecopier correspondence deals with our work on the space shuttle wing and with Rockwell International."

Until Joe Patterson, a former Coast Guard communication specialist arrived, she also handles all the overseas correspondence on the Telex machines. Then when Linda ends her workday, Joe takes over her telecopier area as well as his own international messages.

The same holds true with Ann's work area. She handles all the correspondence with vendors and all communications across the nation that can be routed by TWX machines. Chip D'Andrea, a former Navy wire service specialist, also handles this job responsibility.

As soon as a wire communication is sent, or arrives in the TWX Room, Gert logs the message and mails it to the Grumman addressee via interplant mail. In special urgent messages, Gert relays the message by telephone and follows it up with a hard copy via special mail.

Come this June, Gert will be sending her final message from the communication room ... she will be retiring. As with most people who spend many years on the job, there will always be the memories ... "In the late fifties, there was a group of Grumman volunteers who gazed at the skies after-hours, looking for silvery balloons launched from a NASA center in Virginia. I was stationed here in the TWX room with headphones tied into the telephone, ready to teletype the sightings to three other NASA centers on the East Coast.

"My son coached me every night in space terms. I was so afraid that NASA would ask me questions in space technology or that the fellows on the Plant 5 roof would use a term that I wouldn't know how to spell."

And then there were the LM days. After the first successful LM landing on the moon, Gert and her staff had to send out congratulatory messages to all the vendors. "That called for over 3,000 messages that had to be sent out in one day."

There are many ways to sum up a career in the wire-service field: measuring TWX pre-typed tapes, the number of logged in/out messages, the technological advances in wire communications. But the best measurement, perhaps, is having fellow Grummanites call the area in which you work: "Gert's TWX room."

We're moving ...

Early this week the *Plane News* operation moved back to Plant 5. We'll be situated on the third floor, directly over the lobby — an easier way to find us is to take the elevator in the main lobby, go to the end of the line, take a right on the third floor and walk through to our office. We're sharing the digs with the Office Management staff. Please, in the future, address all mail, inquiries, complaints, letters, etc., to *Plane News*, Plant 5. Our phone numbers are: Ext. 3293, 87118.

Also making the move with us, as part of Internal Communications, is Tim Shea, editor of *Newsboard* and Community News. Tim may be reached on Ext. 2898.

Double duty. Lt. Cdr. Bill Mooberry (C) came in for twin honors recently when he was saluted as being the first naval aviator to log 1,000 hours in both the Grumman E-2 Hawkeye and Grumman C-2 Greyhound. Mooberry, safety officer for Carrier Airborne Early Warning Wing 12, is shown being presented with special plaques commemorating the feat by Capt. Raymond Pettigrew (R), skipper of AEW Wing 12, and Grumman Field Service representative George Duckett. (Navy photo)

Grumman relies on secretaries

"Better secretaries mean better business" is the theme for this year's National Secretaries Week, April 20 to 26. "Like every American company, Grumman relies on the diligence, expertise, and loyalty of its secretaries to keep our office operations functioning smoothly," says Board Chairman Joe Gavin. "Just as much as production and engineering people, the Grumman secretary has helped create the world's best fighter and the most advanced early warning aircraft, and has assisted in the successful effort to land men on the moon and in the hundreds of other programs and projects that Grumman has been involved in through the years."

National Secretaries Week, which is highlighted by Secretaries Day on April 23, will be observed by seminars, workshops and study groups in chapters of the National Secretaries Association (NSA) across the country. Both members and non-members are invited to attend; contact Elfriede Merten, Ext. 3232 for details.

Other informal observations will take place in offices across the country as secretaries and their employers acknowledge, in the words of the NSA, "the contributions of all secretaries to the vital roles of business, industry, education, government, and the professions."

Photos by Bob Settles

RCC plays vital support role in manufacturing operations

(Continued from page 4)

functioning component may have had a series of mechanical breakdowns. Then the part must undergo failure analysis to discover if the problem will re-occur ... which adds more time to the repair cycle.

The latest development being incorporated into the Repair Control system: an on-line or "real-time" status reporting system that will provide control over a part needing repair from the time it enters Repair Control until it is returned to Grumman stock or to the Fleet.

"Trying to keep track of thousands and thousands of parts being repaired is not an easy task," says Bill Waters. "It takes the cooperation of all involved to cut down on that number." To emphasize that point, Waters says: "There are times when the part is not at fault when failure occurs ... the real culprit is poor material handling. And in this area, everyone can help reduce the amount of damaged components. Unprotected wire connectors, uncapped hydraulic lines, poorly packaged black boxes — all contribute to the rise in damaged parts."

"Many of the components installed on our aircraft are extremely expensive, says Capra. "A black box for avionic systems can range as high as $30,000, sometimes higher. So it's not only mandatory that components be protected against damage in shipping and handling, but that each person along the production assembly line be conscious of protecting the part during installation. We're making multi-million dollar products and we can't ever forget it."

While proper material handling can cut down on the amount of damaged or malfunctioning components, it is only one of a series of precautions that must be initiated. Sophisticated aircraft, such as the F-14 air-superiority fighter, have complex systems and components. The more complex the system, the more likely it will, at times, need extra care. It's a fact of life ... one that keeps the Repair Control world at stage center.

letters

To the editor:

Being in the field (Plant 80 — San Diego, Calif.) we are not up to date on information as much as personnel at Bethpage are. I am retired from the U.S. Air Force and would like to know is there is a GAC Military Retired Club in existence and if there is where can I get information to join.

/s/ Irving Kann
Dept. 315, Plant 80

(Ed. note — We know of no official club for retired military personnel that has been established at Grumman.)

Personal

To all of our friends in the Grumman family: Your thoughtfulness and love, manifested in your originating a memorial for my wife, Joan, via the Cancer Society, is sincerely appreciated. God bless you. Roger Metzger and children.

calendar

Notice of events for period April 25 to May 9 should reach Plane News office by April 16.

Amateur Radio Club: Wed., April 16, 5 p.m., roof of Pl. 5; short business meeting; drive to MacArthur Airport for tour of FAA facility; guests welcome. Emmett Goodman, Ext. 87125.

American Production and Inventory Control Society: Tues., April 15, 6 p.m. dinner, 8 p.m. speaker, Maine Maid Inn, Jericho Tpke., Rte. 106, Jericho; "Information Processing — Manual System"; guest speaker: Robert Twomey, Nat'l. Industry Mgr. Xerox Corp.; guests welcome. Norm Heilweil, Ext. 1855.

American Society for Metals: Wed., April 16, 5:30 p.m. cocktails, 6 p.m. dinner, 8 p.m. meeting, King's Grant Motor Inn, Plainview; father/son/daughter night; guest speaker: R. Pond, Johns Hopkins University — "Fun in Metals"; guests welcome. Seratino Carillo, Ext. 3076.

Coin Club (Bethpage): Wed., April 16, 12:05 p.m., vendor conference room, Pl. 25; informal lunchtime meeting; election of officers, establish new programs for the near future; new members welcome. Ken Hale, Ext. 1936.

Coin Club (Calverton): Every Fri., 1st lunch period, instrumentation conference room, Pl. 6; guests welcome. Jerry Kreussling, Ext. 415.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 86048.

GAC Divers: Wed., April 16, 5 p.m., Pl. 28 lobby; election of officers; registration for SCUBA training program; employees and family members welcome. Al Andreiev, Ext. 86338.

Grumman Family Campers: April 18-20 campout at Indian Island Park, Riverhead. Roller skating party, Sun., April 13, 1:30 p.m., Levittown Roller Rink; dinner at Sizzler. Earl Schroeder, Ext. 1923, nights.

Instrument Society of America: Thurs., April 17, 7:30 p.m., MacArthur Airport; tour of Air Route Traffic Control Center; guests welcome. Rich Romaneck/Ken Budd, Ext. 2275.

Retiree Club: Wed., April 30, 1:30 p.m., Holiday Manor; reg. monthly meeting. Call GAA for information, Ext. 1233. **Florida Chapter:** Tues., April 29, 11:30 a.m., S & S Cafe, Sears Town, 1235 S. Missouri Ave., Clearwater (across from Sunshine Mall).

Rod and Gun Club: Every Mon., 8-10 p.m., Naval Reserve Training Center, Huntington; every Tues., 6-8 p.m., Colonial Firearms, Levittown; every Thurs., 6-10 p.m., Old Bethpage Club Range, W. Babylon; every Fri., 6-8:30 p.m., Marine HQ Range, Garden City; practice and matches; open to all Grummanites. Call GAA for information.

Society of Allied Weight Engineering: Wed., April 23, 6 p.m., Steak Pub, Rte. 110, Huntington; dinner — members $6.25, non-members $6.75; guest speaker: Walter Wohleking — Grumman Hydrofoil Program Manager. John Horan, Ext. 3993.

Stamp Club: First 3 Wed. of each month, 5 p.m., Pl. 30 cafe. Steve Hoops, Ext. 3926.

Fiorentino 'outstanding' in L.I. Industrial tourney

In 1973 Frank Fiorentino drew up a three-year strategical plan to land a spot on the Grumman bowling team. Frank not only met his goal this year ... he surpassed it by capturing the outstanding bowler award in the 34th L.I. Men's Industrial tourney.

"In the 1973 varsity roll offs, I just missed making the last cut," recalls

Frank Fiorentino

the Plant 3 numerical-control machine operator. I set my sights on hitting the top ten finals the next year ... and in this year's trials, my objective was to land a starting berth."

Frank's plan of attack was right on schedule. This year, he earned the number three slot on the five-man varsity squad. And when the pressure was on during tourney play, Frank far outdistanced even his own milestone chart.

The eight-year Grumman veteran came out of 13th place after the first round of the tourney and jumped up to second place in the race for outstanding kegler. He resided in second place until the final night. That night, "the pressure certainly was on." He trailed Al Weaver of AMF by 62 pins. After the first game, Frank closed the gap to 30 pins, then took over the lead thanks to a strong game of 212.

"It was quite disturbing rolling the final 10 frames," says Frank. "I was so busy concentrating on the AMF kegler, that I hadn't noticed Tom Keon of AIL who came out of nowhere with a 265 game."

But Frank doggedly hung in there to become the outstanding bowler in the 80-bowler tourney.

Now that Frank has reached the apex of bowling on the Industrial circuit, what next? "Don't worry, I'll be back again next year ... Part of my plan was to win the Swirbul trophy with the rest of the Grumman team."

Just for the record

Rudy Dunkley is alive and working on the night shift in the SACE lab at Great River. In last issue of *Plane News* Rudy was brought into the 'sport'light for rolling a 700 series in the Great River Night Owl league. Unfortunately, there was a printed error in his scoring — and he's had quite a bit of ribbing about it. Instead of writing down a 269, we printed 266 and that made his 700 series a erroneous 697. Sorry about that, Rudy.

In the arena ...

GARDEN CITY — Out of 16 singles' entries, David Hutchinson captured the table tennis tourney crown with victories of 21-15 and 24-22 over runner-up Frank Leach.

Leach had sweet revenge in the doubles play, though. With teammate Al Clarke, he defeated the singles champ and his partner Matty McLaughlin, 21-13, 12-21, 21-10, 21-18.

Varsity keglers miss mark

The 34th Annual L.I. Industrial Invitation Bowling Tournament sponsored by Grumman Athletic Association rolled to a finish on March 22. The Grumman men's varsity, defending champs, wound up in third place in the 16-company field — 295 behind Pan Am and 259 pins shy of runner-up AMF.

The tourney champ, Pan American, posted the high three-game team series of 2,981 in the third round to take over the lead from AMF by 117 pins. The determined AMF squad retaliated in the first two games of the final round to regain the lead by 41 pins, but the Pan Am keglers, in an all-out effort to claim its first championship, totaled 1,023 in the final game to edge AMF by 36 pins. According to Bob Benn, director of GAA, it was one of the closest finales in years.

By rolling 202 pins over its team average, AIL captured its third consecutive incentive title and retired its second L.A. Swirbul incentive trophy. In the final two games of the 12-game L.I. classic, the AIL five-man squad rolled 1,937 to score a 4-pin victory over runner-up Fairchild Camera. This year's victory was the sixth title for AIL in the incentive division — the most wins ever posted by one team in the incentive division.

Art Kaenker of Kollsman was presented the high game trophy for his 267 game, which he bowled in the opening round of the four-week tourney. Tom Keon of AIL was runner-up with 265.

Frank Fiorentino of the Grumman host team was saluted as the tourney's outstanding bowler. Frank averaged 196 and spilled the pins for a total of 2,352. Fellow kegler Ken Smith Jr. rolled 2,195, averaging 183. Don Vasquez highlighted his 2,092 tourney total with games of 203, 201.

Grummanites John Alston and George Ulrich participated in the first three nights of play. They contributed 1,474 and 1,564 pins, respectively. On the last night of the tourney, Ed Gabriel did a great job of filling in by punishing the pins for a 232-218-621 three-game series. Judge Locke chipped in with 518.

Baseball tix

Grumman baseball fans certainly have their pick of the season this year. "Grumman Nights" at Shea Stadium will not only include Tom Seaver and the Mets, but also Catfish Hunter and the Yankees.

Mets tickets are on sale in the GAA office, Plant 30, for $3.50; Yankee tickets are being sold for $4. Bus tickets to all the games listed below are also available for $2.

The following games will be "Grumman Nights" at Shea: May 16 — Yankees vs. Oakland A's; June 20 — Mets vs. Pittsburgh Pirates; July 18 — Mets vs. Atlanta Braves; July 25 — Yankees vs. Boston Red Sox; August 8 — Mets vs. Los Angeles Dodgers; August 29 — Yankees vs. Kansas City Royals; September 19 — Mets vs. Phillies; September 26 — Yankees vs. Baltimore Orioles.

For additional information, contact the GAA office, Ext. 2269 or 2133.

Set net play for April 28

Too early in the season to kick up the chalk on the baseline? Is your first serve an ace — if it goes in the box — but your second a patsy? Still huffing and puffing in the backcourt? Net game a little rusty? If any or all of the above are true, better get your game together — the fifth annual GAA tennis tournament is slated to begin April 28.

Tennis is a growing sport, not only across the nation but also at Grumman. In 1973, GAA Tennis Open drew 82 singles and 35 doubles entries, and last year, it grew to 105 singles and 47 doubles entries. GAA also expanded its annual tourney with a satellite tourney at Calverton last year.

The tennis players to beat this year in the GAA Open-West are Bill Jaklitsch, and the Al Kirillin-Tom Guarino team, and in the East Open, they are 1974 champs: Richard Kraus and the team of Joe Ritz-Richard Hanney.

Here's how to enter: fill out the form below and mail it to GAA, Plant 30, no later than Friday, April 18. Be sure to check off whether you will be playing the singles and/or doubles competition. In the case of doubles, make sure that you include your doubles partner.

According to GAA tourney director Chet Baumgartner, contestants must arrange for courts and pay court fees. It is suggested that whenever possible matches be played on clay courts. GAA will supply the tennis balls for all matches, pay court fees for semi-final and final matches, and provide trophies for first- and second-place winners.

The GAA tennis tournament is an open tourney — that means women as well as men are eligible to enter. If there is a considerable amount of mixed doubles entries, a separate tourney will be held at a later date, says Baumgartner.

Tennis tourney entry

☐ Singles ☐ Doubles

Name ..... Perm. No. .....

Plant ..... Dept. ..... Phone Ext. .....

Home Address ..... Phone .....

Partner's Name ..... Perm. No. .....

Plant ..... Dept. ..... Phone Ext. .....

Home Address ..... Phone .....

Entry Deadline Friday, April 18
(Forward to GAA Office, Plant 30)

Dive club offers scuba training

On a brisk Sunday morning in March, four divers from the Grumman Dive club — Doug Sherrard, Al Andreiev, Jim Jones, and Kurt Weik — splashed into the waters of the Long Island Sound at Mt. Sinai jetty. The water temperature was a cool 42°F, and although the dive began at high tide slack, the water was very murky with no sight of marine life.

But this dive is only the first of many scheduled to come this year, says club president Al Andreiev. If you are interested in joining fellow Grumman divers on such an expedition, come and join the club at the next meeting, slated for Wednesday, April 16, at 5 p.m. in the Plant 15 buffeteria.

Besides discussing future dives, an election of new club officers will be held. There will also be something of interest for beginners: scuba training class registration.

Anyone interested in becoming a certified diver should attend this meeting. The approximate cost, personal equipment and medical examination required, length of training, and other details will be discussed.

Announce varsity golf test

If you have aspirations of representing Grumman on the L.I. Industrial golf circuit this year, then you had better sign up for the annual 54-hole golf tryouts.

The varsity golf tryouts are set to begin Monday, May 12, at Bethpage State Park. Only Grumman golfers with handicaps of 10 or less are eligible to enter the tryouts. Handicaps must have been established in 1974 over regulation layouts, and all leagues or club handicaps should be included on the entry form.

Varsity berths will go to the eight low medal players in the three 18-hole rounds. After the second round, set for May 14, the field will be sliced to the 16 low scorers, with the varsity eight determined on the total scoring for the 54 holes, which ends on May 19. Play will be held on the Red and Black courses at Bethpage.

Entry forms should be forwarded to Mike Cherry at the GAA office, Plant 30, by April 21.

Varsity golf tryouts

Entry blank

Name ..... Perm. No. .....

Dept. ..... Plant ..... Ext. .....

Club or league	Course	Handicap
.....	.....	.....
.....	.....	.....
.....	.....	.....

Submit to GAA, Plant 30, by April 21

Women's tennis

Attention, all women tennis buffs. If you are past the beginner's stage on the courts and wish to test your skills in competition, the Grumman women's varsity squad just may be the place for you. The varsity team plays against other industrial teams such as LILCO, Pan Am, and Sperry. If you are interested, call Rita Looney on Ext. 2133 in the GAA office, Plant 30.

Nite owl golf

All golfers interested in joining the night shift golf league should contact George Rocchio, Ext. 9359, or J. Paul, Ext. 3572. League play will take place at Bethpage State Park on Monday mornings.

Tomahawks are here!

Move over Nets, Sets, and Islanders, the 1974 national lacrosse league champions are in town — at the Nassau Coliseum. N.Y. Tomahawks discount tickets — $6.50 for $4 — are now on sale at the GAA office in Plant 30 for the following box lacrosse games: Wednesday, April 30, Montreal; Wednesday, May 14, Maryland; and Tuesday, May 27, Quebec.

The A's have it!

While many lunchtime activities moved indoors for the winter months, the Plant 1 volleyball players continued to breathe the fresh air on the courts outdoors.

Of the eight teams fielded, only four squads were chosen for the semi-finals. In the best-of-three series, the Hawks coached by Tom Cook beat the Jammers captained by Walter Fotey, 15-10 and 15-12. Meanwhile, the A's Plus Five, under the direction of Artie Frasca, were getting through their semi-finals against the every-tough Ceilingmen, coached by Tom Schallers, by winning, 15-12 and 15-7.

The finals proved to be a different story for the A's Plus Five, however. After winning the first match 15-6, the A's Plus Five went into a catatonic state as the Hawks swept two straight, 15-10, 15-11. Bill Fallar and Rich Hasselbring led the attack.

With their backs against the wall, figuratively at least, the A's finally came to life with a ferocious spiking attack led by Mike Gallo, on assists from Frank Abbondondolo and Cliff Seaman, to win 15-6. In the final match, the A's Ken Smith and Roe Strazzeri led the way in a crushing 15-8 win for the championship.

Members of the Plant 1 volleyball championship team are: Art Frasca, Frank Abbondondolo, Ken Smith Jr., Ken Smith Sr., Cliff Seaman, Mike Gallo, Roe Strazzeri, and Tony Zitkus.

Rev up engines for flying party

The 320 Grummanites and their families of the GACE Flying Club will have reason to celebrate on April 25 at King's Grant, Plainview, when they burn the mortgages on two more aircraft in their eight-plane fleet.

Since the first two mortgages were sent up in flames at last year's celebration, the Flying club has updated its fleet by "trading up" for five late model aircraft.

There is still another cause for celebrating. As of December 31, 1974, club members have flown more than 20,600 hours without an accident — the equivalent of 2,357,000 miles — since 1972. Almost half of those hours were flown training primary students. According to club secretary, Betty Schledorn, many of the members holding private pilot's licenses have continued for advanced ratings such as instrument, multi-engine, seaplane, helicopter, glider and airline transport pilot ratings.

If you are interested in joining the club or attending the combination mortgage burning/Christmas in April dinner-dance, contact Ed Schledorn, on Ext. 9197 or 86872.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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